



WHEELSPIN

February 2018

www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast		0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	233-8030		websterg@paradise.net.nz
SOCIAL CONVENOR	Graeme Swan	021 847 9696	email	gcswan2013@gmail.com
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	462 8286	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619		johntennent@xtra.co.nz
	Adam Fisher	027 4577 149		
	Callum McKenzie	021 204 0707		
	Mark Rutherford	0278133914		
	Dave Wilce	233 9757	0275 339 757	
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 6, Macalister Pl, Miramar
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Adam Fisher	027 4577149		
WEBSITE:	www.hccc.org.nz			

COVER PHOTO

Nostalgia trip fro the Flying Fish with Keith Stewart
Not been in a BDA since the 70's

Committee is third TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club night 1st Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.

Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or material from our Wheelspin, we do appreciate recognition of the source of said material. Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 7th Feb 2018 @7:30



Leon

I ended 2017 on a suitably gravelly note, which was excellent.

The final round of the gravel sprint series was as usual, Dorset's Road. Which was an excellent change of scene from my apparently endless visits to Manfeild.

It was an amazing change from last year, where there was sideways rain, and a highly unpleasant and soggy driving and pits experience. This year was toasty warm, and the battle was with hydration and generally melting while wearing lots of safety gear. Oh, and dust. Lots and lots of dust.

With the gravel sprint series being decided by class points, rather than from overall results, I went into the final round with a mathematical chance of winning. Which is fairly novel for me; as I don't recall the last time that I've been decently in the run for one of the WMSA trophies. So I was wearing my "I better take this seriously hat" rather than my "have a fun day, and don't look at the times hat".

I was one point behind Dan Hole in the Evo, so that meant I needed to finish the day one place ahead of him in our respective classes.

Dan is super reliable, so I didn't have high hopes.

Oh, and there's also the slightly confusing aspect that only drivers in the Wellington region clubs "count", so we could both ignore the out of town drivers in our classes.

Adam Bligh made an appearance straight after his really fast run in Rally NZ, where he spent much of his time beating everyone except Hayden Paddon. So this meant that if Adam had a day without a mechanical or scenery issue, he could potentially knock Dan back to not being the fastest Wellington area driver. So if I could be the fastest Wellington area 1301-1600cc car, that would put me ahead of Dan.

This was going to be tricky, as Gary Leach was in attendance in his Mk1 Escort, and to say that he can massacre me on an uphill event is an understatement. He's a really good pedlar, and the Escort is very significantly lighter than the Corolla. The Corolla is kind of pudgy at 1080kg, while a Mk1 Escort coupe is 300kg lighter. This doesn't help when you're getting up a hill.

I'm a little vague on my memory of Dorset's, as there's a couple of series of corners that look kind of similar to me, and that can lead to the occasional shall we say, "misunderstandings" involving arriving into a corner with slightly more enthusiasm than my level of talent.

My first couple of runs up the hill, I wasn't doing anything silly, just trying to recall where the road went. I put in a 2:29 and a 2:28, which put me two seconds behind Gary, who got down to a 2:26 during the same runs.

I put my serious hat on, and bolted up brand new rubber on the front, and mentally committed myself to dropping the car down to first gear on the hairpins, regardless of how scary that can feel in my gearbox. With the six speed in the car, it is more than possible to end up between gates while playing in the 1-2 shift range, or even end up in no-mans-land when going 3-2.

My first run on the new rubber was mostly good, but I did seriously out-brake myself into one series of corners, got a big lock-up, and did that thing where I have to remind myself "get the hell off the brake pedal because you have no steering until you do that". So I lost quite a bit of speed, which meant that the entire rest of that series of corners suffered from being slower than it ought to be.

I didn't look at the time, as I figured that the time was nothing to write home about.

My second run on the new rubber, which was my final run of the day, I had an absolutely brilliant run, right up to the last two corners. It's a very fast right hander, which in theory I might be able to not lift on (but I always do, because self preservation and cowardice), which leads into a tightening left hander (almost double apex). I was slightly too quick into the right hander, which set me up to fail on the tightening left hander. So I made a shambles of that corner, and had what felt a lot like butt clenching sideways fear of death moment. I suspect it really wasn't all that dramatic, but because I was trying for a result, I couldn't do my usual slide until talent caught up with speed, and then grumble about the loss of speed. So I was back on the throttle again a lot more quickly than normal, while hoping that the front wheels were pointing in the correct direction.

I did a bunch of cursing (yay for gravel car noises drowning out swearing), and thought that I might have cooked my time on that run.

Turned out that I'd successfully brought my times down to a 24 and then a 21 from my previous 28. While Gary was feeling pretty crook, so had only reduced his times to a couple of 25's.

Though compared to Keith Stewart in the BDA Mk1 Escort, I was having a pretty slow day, as he was running 22, 21, and then 18. Luckily for me, Keith is Manawatu Car Club, so for the purposes of the in local series, I could "ignore" the fact that he'd very much mopped the floor with me :)

Meantime, in Dan's class he was behind Adam Bligh, so that meant I finished the required one place higher in my class than Dan did in his. So the rather humble Corolla has through persistence rather than speed, managed to take out the gravel sprint series.

To be fair, the only way this was even slightly possible, is that Graham Heath (who has held the trophy for 9 or 10 years in a row) was having a development year with his Pulsar, so he missed most of the season. Had he been there in the 2017 season, I think it's pretty fair to say that the trophy would still have his name on it.

Now the Corolla can get a bit of a little birthday in the off season, and have a rest. I've got a bit of a hole in the rear floor, and one section of exhaust is rather flatter than it should be.

My other gravelling at the end of 2017 was a road trip with Brendon Glendinning up to watch Rally NZ.

I really enjoy the current version of the rally championship, with the AP4 cars meaning that there is now a greater variety of manufacturers represented (at the pointy end) than I've ever seen.

While the rally was based out of Tauranga, the stages were effectively Raglan or Roto-Tauranga. So we shot up to spend a night in Hamilton, and one in Rotorua.

Typically enough being NZ; the first thing we did when arriving at a stage in Raglan, was immediately run into Viv Eden from Wellington. So we all headed into the stage, and took up positions in the paddocks to cover a couple of corners.

The fast guys and girls were seriously fast, and raised huge amounts of camera destroying dust.

One of the early cars was the Ford Fiesta R5 which is leased from Neil Allport Motorsport, by Max Bailey. Well Max arrived into a series of corners a whole lot faster than anyone other than Hayden. There was a sudden silence, so we charged down to the corner, to discover a Fiesta wedged into the bank, lying on its side. We helped them out of the car, and I ran up the road with the safety triangle to alert the following cars (just in case Rallysafe hadn't done its thing).

We headed in to service, caught up with Geoff Warren who was doing his first rally, the Cameron's in their classic Lancer, along with a few others. A lot of people were melting their tyres on the super hard surface, including Tony Willemsen who does a lot of the same events as me in his 4AGE Starlet. He was in a bit of a pickle as he just discovered in service, that his spare wheels didn't fit. So there was a search going on for a tyre changer, in Raglan, on a Saturday.

Having obtained BBQ'd bacon, we then headed in to watch another stage. We were way early, so had plenty of time to try to find a good place to watch. Unfortunately we headed in what turned out to be a useless direction, and walked a couple of km into the stage before giving up and going back the other way. Finding a great spot only a couple hundred meters from where we started from.

Again, being NZ, we then ran into Mark Anstis, former Wellingtonian.

Very many photos were taken, some of which were good.

Then several showers were taken, because our ears and noses were packed full of gravel dust.

More bacon was then obtained for breakfast, and we headed up to Tect Park to watch the special stage there.

We arrived very early, so managed to snag a spot where we could see the cars in several different places, along with a bunch of like-minded folk.

The format was: arrive to the autocross track via a forestry road, do two laps of the autocross track, and then exit the track to finish.

Terrific viewing point and we got to watch a couple of people forget that they needed to do two laps, and peel off after the first lap. Weirdly three cars broke down on our corner.

The previously mentioned Tony Willemsen's Starlet suddenly quit, and coasted to a halt. He must have known exactly what the issue was, as he jumped out, did something under the bonnet and zoomed off. Unfortunately this was on his first lap, not second. So I assume that cost him some time penalties.

There was an N14 Pulsar that was seriously hauling arse. On his first lap, the corner light / indicator bounced off his car. On the second lap, something died on the car, and he coasted to a halt, running over the light that he'd dropped a ⁵ lap earlier. Which was bizarre / talented.

We decided that we were pretty well rallied out by that stage, so cruised home early.

Entirely unrelated to gravel, I'm aiming to get down to the Clubsport Champs in March, down in Christchurch. With the mix of grass and tarmac events this year, I decided to try to get a lightweight vehicle to have a go at it (refer previously mentioned 1080kg weight figure), so I've purchased a Gen 2 Honda City, which is approximately the size and weight of a handkerchief.

So that will be getting a good dose of maintenance and checking, then I will need to find some events to have a play in, just to make sure that the car isn't too likely to explode under pressure.

It's a hilarious little car, and the driving experience isn't added to by the ultra low budget 165 width rubber currently fitted to the car!



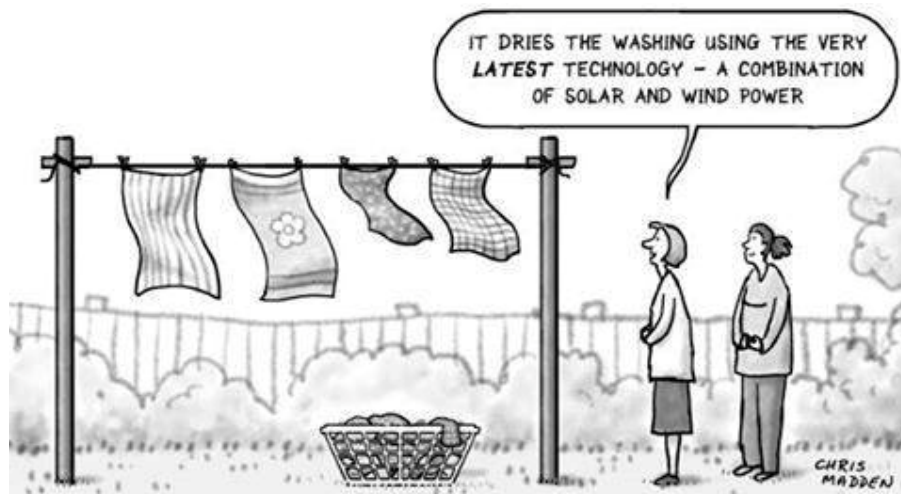
Congratulations to Jilly and Adam, who tied the knot, and are now Mr & Mrs Fisher :)

That's it from me, hopefully see some of you at the AGM on the first Wednesday in February.

Leon

Car #	Name	Club	Car	CC	Prac.	Run 1	Run 2	Run 3	Class	Overall
0-1300cc										
No entries										
1301-1600cc										
60	Gary Leach	WaiCC	Escort	1600	2.34.2	2.26.0	2.25.8	2.25.0		3
17	Brian Craig	HCCC	Corolla	1587	2.43.4	2.36.1	2.31.9	2.32.8		
73	Keith Stewart	Mnwatu	Escort	1599	2.31.9	2.22.3	2.21.2	2.18.7		1
12	Leon Cast	HCCC	Corolla	1587	2.29.8	2.28.9	2.24.6	2.21.2		2
13	Rob Hayman	WaiCC	Chevette	1587	2.37.5	2.29.6	2.28.4	2.27.9		
9	Norm Anthony	Dvke	Starlet	1587	2.48.3	2.41.0	2.34.9	2.34.4		
1601-2000cc										
57	Shane Atkinson	HCCC	Civic	1800	2.46.5	2.37.8	2.32.4	2.30.6		
3	Stu Andrews	WaiCC	MR2	1998	2.37.8	2.30.1	2.29.4	DNS		3
6	Chris Hayman	WaiCC	Mirage	2000	2.34.0	2.23.5	2.21.1	2.20.2		2
48	Euan Beattie	Levin	Mirage	1998	2.27.6	2.29.5	2.17.6	2.17.1		1
2001cc & Over										
20	Karl Robison	WaiCC	Bluebird	2300	2.26.3	2.19.6	2.17.5	2.14.5		1
18	Paul Taylor	Wgtn	BMW550is	5000	2.42.5	2.35.6	2.29.8	2.24.9		
5	Shane Mackay	Levin	Impreza	3400	2.28.4	2.20.1	2.17.5	2.55.2		2
4	Chris Steel	Levin	Lancer	3398	2.39.1	2.31.8	2.28.1	2.23.8		3

Car #	Name	Club	Car	CC	Prac.	Run 1	Run 2	Run 3	Class	Overall
4WD: Open										
10	Adam Bligh	HVMC	EVO8	3400	2.12.1	2.06.6	2.03.0	2.02.2		2
38	Dick Butters	HCCC	Impreza	3400	2.43.2	2.34.0	2.30.6	2.29.1		
19	Piran Pigneyguy	HVMC	EVO5	3396	2.18.3	2.14.5	2.09.3	2.09.8		
113	Gareth McLachlan	Hks Bay	VR4	2000	2.13.5	2.09.7	2.03.6	2.01.2		1
8	Andrew Lowe	SthRngtki	Legacy	3390	2.31.8	2.26.9	2.19.9	2.19.4		
16	Daniel Feck	Dvke	FTO	4250	2.16.7	2.08.8	DNS			
46	Geoff Warren	HVMC	WRX	3400	2.35.5	2.22.8	2.19.9	2.18.6		
14	Daniel Hole	WaiCC	EVO3	3400	2.21.3	2.10.7	2.11.0	2.07.9		3
7	William Menzies	Dvke	WRX	3400	2.23.0	2.17.1	2.13.2	2.08.7		
71	Kim Lace	WaiCC	EVO6	3400	2.22.7	2.18.2	2.13.3	2.12.0		



Talking dog

A guy is driving around the back woods of Montana and he sees a sign in front of a broken down shanty-style house: 'Talking Dog For Sale'

He rings the bell and the owner appears and tells him the dog is in the backyard.

The guy goes into the backyard and sees a nice looking Labrador retriever sitting there.

'You talk?' he asks.

'Yep,' the Lab replies.

After the guy recovers from the shock of hearing a dog talk, he says 'So, what's your story?'

The Lab looks up and says, 'Well, I discovered that I could talk when I was pretty young. I wanted to help the government, so I told the CIA.

In no time at all they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping.'

'I was one of their most valuable spies for eight years running..

But the jetting around really tired me out, and I knew I wasn't getting any younger so I decided to settle down. I signed up for a job at the airport to do some undercover security, wandering near suspicious characters and listening in. I uncovered some incredible dealings and was awarded a batch of medals.'

'I got married, had a mess of puppies, and now I'm just retired.'



The guy is amazed. He goes back in and asks the owner what he wants for the dog.

'Ten dollars,' the guy says.

'Ten dollars? This dog is amazing! Why on earth are you selling him so cheap?'

'Because he's a Bullshitter. He's never been out of the yard'

NEW SERIES SEND ME YOURS (Please)

MY FIRST CAR:

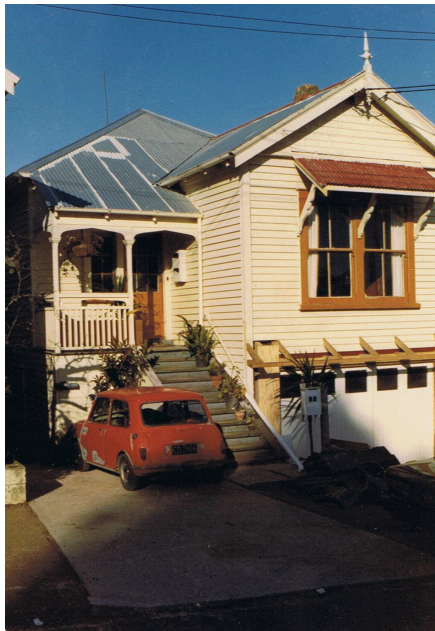
My first car was a 997cc 1962 orange Mini Cooper. Dad paid \$100 for it when we lived in Wanganui.

I worked on a milk run saving for a motorbike but dad said if I wanted a car he would help but not a motorbike.

So we found the car and proceed to restore it, in the meantime I continued saving and got the motorbike too.



I was one of the first kids at school with my own car I was only 14. It had a 997cc (later upgraded to 1100) motor and the standard gearbox. Pretty much everything else was original Cooper. We changed the twin SU's to a single inch and a half carb. It had 7 inch disk brakes on the front which were changed for larger ones later. We put in an extra fuel tank to make it more like a rally car. We stripped it down to bare metal and then re sprayed it in our garage in Auckland to Cooper Red with a black roof.



Adam's first car – before the re-spray

When we moved to Auckland I was going up the Paraparas and it overheated so dad ended up towing me from Raetihi to Auckland.

One of my mates at school had a 1300 Anglia and was always challenging me for some sort of race which he never won! My mini was known to do some of the best handbrake turns in Auckland business car parks.

When I was about 18 I tried to beat the New Zealand land speed record from Auckland to Wellington when a retread fell apart at about 100 miles an hour.

It got stolen once and the police found it near Kumeu. It had gone into a ditch with no damage and we found a can of gas and the siphon tube in the back so I ended up better off!

I got a bit fed up with it so I decided to change to a four-wheel drive and bought a Suzuki SJ410 and sold the Mini to my step mum. She later sold to my girlfriend so me and dad had quite a few years looking after the Cooper, and were really glad to see it go in the end!

Adam Fisher

To my darling husband,

Before you return from your business trip I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately not too bad and I really didn't get hurt, so please don't worry too much about me. I was coming home from Wal-Mart, and when I turned into the driveway, I accidentally pushed down on the accelerator instead of the brake.

The garage door is slightly bent but the pick up fortunately came to a halt when it bumped into your car.

I am really sorry, but I know with your kind-hearted personality you will forgive me. You know how much I love you and care for you my sweetheart.

**I cannot wait to hold you in my arms again .
I am enclosing a picture for you.**

Your loving wife,



P.S. Your girlfriend called.

Wife on the phone with husband:

👩: - I don't know what to do. It's so cold and the car doesn't turn on. And now the dashboard is showing a picture of a man taking a shit. Come quickly!

👨: - What?! Can you send me a photo?

👩: - Sure, here it goes: □



Paddy had long heard the stories of an amazing family tradition.

It seems that his father, grandfather and great-grandfather had all been able to walk on water on their 18th birthday.

On that special day, they'd each walked across the lake to the pub on the far side for their first legal drink.

So when Paddy's 18th birthday came around, he and his pal Jim took a boat out to the middle of the lake, Paddy, stepped out of the boat... And nearly drowned!

Jim just barely managed to pull him to safety.

Furious and confused, Paddy went to see his grand mother . "Grandma," he asked, "Tis me 18th birthday, so why can't I walk across the lake like me father, his father and his father before him?"

Granny looked deeply into Paddy's, troubled blue eyes and said, "Because ye father, ye grandfather and ye great-grandfather were all born in December, when the lake is frozen, and ye were born in August, ya fookin' idiot.

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

2nd HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

Ph Neil 027 248 3979 (bus.) 04 526 7510 (hm)



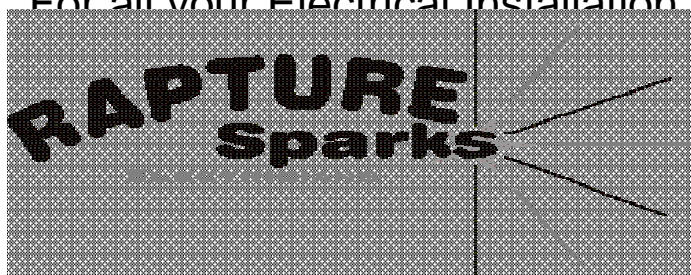
Wellington Motorsport Association Calendar 2018

As at December, 2017

Month	Date	Steward	Event Type	Club	Venue	Status
January	13		Race (Summer Series)	Manawatu	Taupo	
	14		Race (Summer Series)	Manawatu	Taupo	
	21	GG	Sealed Sprint	Hutt Valley	Port Road, Seaview	DM/Sc
Wgtn Anniv.	22	AW	Competitor Coaching	MG	Manfeild	
February	4		RETURN ALL WMSA TROPHIES			
Waitangi Day	6					
	10		Whariti Hillclimb (Engine Rm. R1) Race (NZGP)	Dannevirke	Whariti	
	11		Race (NZGP)			
	19		WMSA Meeting		Hutt Valley Motorsport Clubrooms	
March	25	WG	Hillclimb	HVMC	Wallaceville, Upper Hutt	DM/Sc
	15	ALL	Stewards Meeting			
	18	AW	Sealed Hillclimb	Wellington	Alexandra Road	DM/Sc
	25		Sealed Sprint	Levin	Kaihinau Road	DM/Sc
Good Friday	30	??	Hillclimb	HVMC	Reynolds Bach Drive, Silverstream	
April	1					
Easter Mon	2					
	8		Race (Summer Series)	Manawatu	Manfeild	
	14	TS	Gravel Sprint (day/night)	Wairarapa	Tea Creek	
	15	TS	Gravel Sprint	Wairarapa	Tea Creek	GS
	22		The Surgery Sprints (Round 1)		Manfeild	IM
May	6		Gravel Sprint	Levin	Gladstone Road	GS
	13		Gravel Sprint	Wairarapa	Puketiro Road	GS
	26		Race/Single/Dual Sprints	Triumph	Taupo Tack 3	
June	3					
Queens B'day	4					
	24		The Surgery Sprints (Round 2)		Manfeild	IM
July	8		Gravel Sprint	Levin	Waiorongomai Road	GS
August	12		The Surgery Sprints (Round 3)		Manfeild	IM
September	30		The Surgery Sprints (Round 4)		Manfeild	IM
October	14		Gravel Sprint	Levin	Mangahao Dam	GS
	21		Sealed Sprint	Hutt Valley	Port Road	DM/Sc
	28		Sealed Hillclimb	Wairarapa	Admiral Hill	DM/Sc
November	11		Race (MG Classic)	MG	Manfeild	
	25		Gravel Hillclimb The Surgery Sprints (Round 5)	Wairarapa	Dorsets Road Manfeild	GS IM

Abbreviations			Club Contacts		Wgtn/Wair Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright	
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy	
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan	
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley	
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga	
RT	Road and Track Sprint Series	Wairarapa	027 4397616 (John_)	SM	Stephen Marks	
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer	
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair	
Nat	National meeting	Dannevirke	j_pperformance@hotmail.com			
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz			
Sc	Ron Scanlon Trophy Series	Wanganui	barbaramgray@gmail.com			
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz			

For all your Electrical Installation



Maintenance & Service needs.

Residential, Commercial & Industrial

Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (home)

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100. Great for tidying up your wiring loom



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington

Len Fisher : -Phone 0274 390 308

Adam Fisher Phone 0274 577 149

Email elfish9@gmail.com

For All Household maintenance &
building, including General repairs,
Painting,
Water blasting,
Glazing
etc

What do we learn from cow, buffaloes & elephants?



**It's impossible to reduce
weight by eating green grass
and salads and walking**



SEND THIS TO: Harbour Capital Car Club (Inc)
 P.O. Box 4102
 Wellington
 New Zealand

First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
Occupation			

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

I am prepared to help on: - (You may be contacted if help is required)

Trials	Motorkhanas	Speed	Rallies
--------	-------------	-------	---------

Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 45.00 p.a.
 Family: \$ 55.00 p.a. for a couple plus \$10 for each additional family member
 Student: \$ 35.00 p.a.

Amount enclosed: \$ _____

Or Direct Credit into the Bank Account (Please put your name in the reference)
 BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

Lens fotos from Dorsets Road

